


Shipping

Steamers.
DOUGLAS STEAMSHIP COMPANY,
LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
The Co's Steamship.

 Captain HALL, will be despatched for the above Ports TO-MORROW, the 12th Instant, at Daylight.
For Freight or Passage, apply to

Hongkong, May 11, 1893. 360

OCEAN STEAMSHIP COMPANY.


FOR LONDON VIA SUEZ CANAL.

The Co's Steamship
Polphemus,
Captain LEE, will be
despatched as above TO-
MORROW the 12th Instant at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, May 11, 1893. 783

The Steamship
Lycemon
Capt. G. HUYERMAN, will
be despatched for the
above Port on FRIDAY, the 12th Inst.,

For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, May 10, 1893. 564

FOR SINGAPORE, LONDON, HAM
BURG AND ANTWERP.
The Steamship
Dunbarton,


For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.


CHINA NAVIGATION COMPANY,
LIMITED.
—
FOR PORT DARWIN, QUEENSLAND.

The Co.'s Steamship
Tsunan,
G. RAMSAY, Commande
will be despatched
above on SATURDAY, the 13th Instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabin are situated forward of the Engine. Second-class Passengers are berthed in the

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,

Hongkong, May 8, 1893. 7
THE CHINA & MANILA STEAMSHIP
COMPANY, LIMITED.
FOR MANILA VIA AMOY

 The Co.'s Steamship
Emeralda,
Captain TAYLER, will
be despatched for the above
Port on **SATURDAY**, the 13th Instant,
5 p.m.

tion for Passengers, and is fitted with the
Electric Light.
For Freight or Passage, apply to
SHEWAN & Co.,
General Managers.

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI VIA AMOY,
(Taking Cargo & Passengers at through rate)

SHANGHAI, TIENSIN, HANKOW
(and Ports on the YANGTSE.)

The Co.'s Steamship
Ulysses,
Captain LAPAGE, will

TUESDAY, the 16th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, May 10 1893

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
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FIELD & SWIRE,
Agents.

Vessels.
FRANCISCO.

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y 20, 1893. 333
 W YORK.
 I.I. German Ship
 Iron Docks

SHEWA & Co.



of a whole barrel of gunpowder. That he was so loaded in, they stopped to take a little more powder, and then he was hoisted in, and loaded up with "cannon balls, shells, and other deadly materials." About fifty of these remarkable guns commanded the spots which a hostile ship was most likely to approach. The mouth of some are six feet wide, and others are said to be from six to ten *cantos* of balls or shot, and will discharge from 10,000 lbs. The range is not stated, but the falling projectiles covered an area of three hundred yards. Doubtless such an avalanche would make dreadful havoc amongst the crews of boats, and the ships would be blown to smithereens, probably, anyhow. But Brydone does not say that the experiment had ever been tried.—*Standard*.

We all know, writes the *Daily Graphic*, the story of the man who at a dinner party, after having been asked to give a toast, courteously inquired of a fellow-guest, "Excuse me, sir, but are you a waiter and second waiter?" "No, sir," replied the other, "I am not, are you?" Yet though anecdotes of the sort have circulated for many decades it is only quite recently that a simple and effective means of distinguishing the guest from the waiter, and thereby saving the guest from the embarrassment of his being mistaken for a waiter, has been invented. At last, however, such a device has been invented and patented. It consists of a handsome gilt casing which can be in a moment be drawn over the ordinary buttons of the waiter's coat, and so transform the same into a waiter's tail coat, and so prevent the waiter from being mistaken for a guest and respondent in uniform. The invention is due to the suggestion of a Member of Parliament who lately shook hands with a waiter at a public banquet under the mistaken belief that he was a member of a county family.

perfect complexion; makes the skin so soft, supple, healthy, comfortable. Sphalcos Soap, Tablets. Everywhere.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr G. F. J. Anderson	Dr. A. Mavie
Mr Geo. Armstrong	Mrs. M. K. Nichol
Mr. B. B. Bost	Captain A. Murray
Mr. J. S. Copeys	Mr and Mrs R. R. R.
Captain Cunningham	Capt. Rixby
Mr and Mrs E. E. Conn	Mrs. Kinsale
Knorr	Colonel Ross
Mr A. Lind	Colonel Ross
Mr. J. L. Macdonald	Mr and Mrs W. H. M.
Lieut. P. O'Malley	Mr and Mrs W. H. M.
A. S. U.	Webster.

MOUNT AUBURN HOTEL.

Lieut. Col. and Mrs. M. H. Baker	Mr and Mrs E. H.
Mr B. B. Bost	Mr and Mrs E. H.
Mr. J. S. Copeys	Mr and Mrs E. H.
Mr H. E. Boxhall	Mr J. D. Hump
Mr H. B. Bost	Mr J. D. Hump
Rev. R. F. Cobb	Mr H. H. Hump
Mr Ouchre	Mr H. H. Hump
Mr and Mrs C. G. O'Malley	Mr J. D. Hump
Cohen	Mrs Van Nier
Mr J. B. Bost	Mr Herbert O'Connell
Mr Alfred J. Easton	Admiral Bury
Captain Parker	Mr and Mrs E. H.
Mr and Mrs E. H.	Mr and Mrs E. H.

Mr and Mrs C. Holm Taylor	
loway, nurses and 2Mr and Mrs J.	Vernon & 2daughters
VICTORIA HOTEL.	
Mr W. W. Hornelough	Mr A. Loring
Capt. W. M. Hornelough	Mr A. Morrison
Mr R. D. Downer	Master Mast
Mr F. Dawson	Mission Mast (2)
Mr Spatorero	Mr T. Moore
Mr Goltia	Mr Morris
Mr Fred. W. Godall	Mr E. Rabe,
Mr K. W. Graefe	Mr Frank
Mr Krisp	Mr Ranos
Mr A. Hannan	Mr H. Robins
Mr Frank B. Hardy	Mr T. Sano
Mr G. Hargans	Mr J. Schmitt
Mr Haydon	Mr John de St.
Mr H. Heist	Mr Julia Tate
Mr Kahne	Mr W. Taskas
Mr Gustav Konat	Mr Jose Vane
WINDSOR HOTEL.	
Mr E. Ahrenkiel	Mr E. and Mrs
Mr E. and Mrs Smith	Mr E. and Mrs
Allerton	Mr A. Maurer
Capt. S. Ascham	Mr E. K. Nank
Rev. E. H. Balderson	Mr J. Nabum
Mr N. Bjorre	Mr Wm. Riv
Mr J. F. Boulton	Mr Bowdell
Mr E. Booge	Mr E. Bredt
Mr W. Busch/P. Garau	Mr C. R. Ro
Nilles	Mr J. S. Reu

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Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgia (via Nagasaki, Kobe, Yokohama, and Honolulu)..... THURSDAY, June 8.

Otomo (via Nagasaki, Kobe, Yokohama, and Honolulu)..... THURSDAY, June 27.

Gaio (via Nagasaki, Kobe, Yokohama, and Honolulu)..... THURSDAY, July 18.

THE Steamship BELGIO will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, YOKOHAMA, and HONOLULU, on THURSDAY, the 8th June, at 1 p.m., connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. M. VAN BUREN, Agent.

Hongkong, May 9, 1893.

Intimations.

If you have a COLD or COUGH, acute or leading to CONSUMPTION, SCOTT'S EMULSION OF PURE COD LIVER OIL AND HYPOPHOSPHITES OF LIME AND SODA.

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Intimations.

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. It contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily Press.

The Overland China Mail, by the convenience of its form and the accuracy and fulness of its reports, has long been popular with residents who wish to send home a weekly budget of the news of Hongkong, and the Far East. Circulating, as it does, among nearly all the old China "hands" at Home and also among residents at the Treaty Ports and in the interior, it offers special advantages to advertisers.

The Overland China Mail will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to the Office.

SUBSCRIPTION: Per Annum, \$12.00, postage, \$1.00. "Quarter, 3.00, " 0.25. "Single Copy, 0.30.

China Mail Office, Hongkong.

THE CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1893.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C., Twin Screw Steamers—10,000 Horse Power.)

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA.....5,000 Tons.....WEDNESDAY.....24th May.

EMPEROR OF JAPAN.....5,000 Tons.....WEDNESDAY.....14th June.

THE STEAMERS of this Line pass through the famous INLAND SEA OF JAPAN, and call at VICTORIA, B.C., to land and embark passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers booked to all the principal points in Canada and United States, and also through to Great Britain and the Continent of Europe at current rates, with passengers' choice of Atlantic Line.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of re-embarking at Vancouver.

Special Rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, and to European officials in service of China or Japan.

The Canadian Pacific Railway is the only Trans-continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through the Rocky Mountains and the Canadian Prairies. The Hotels on the Route are owned by the Company and their appointments and cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to E. HOLLOWAY, General Agent.

Hongkong, February 20, 1893.

SHARE LIST—QUOTATIONS.—MAY 11, 1893.

Bank of China, Japan and Straits, Ltd., 100,000 \$ 125 all 110 % prem.

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Intimations.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES, Reprinted from "The China Mail," WITH AN APPENDIX.

THIS PAMPHLET is now ready, and may be had at the OFFICE of the PAPER, Messrs. LANE, CRAWFORD & CO., 55, MOORE, KELLY & WALSH'S, And Mr. W. BROWN'S.

Price, 50 Cents.

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS.

BY ERNEST J. MITCHELL, Ph.D., TORONTO. THIRD EDITION. REVISED, WITH ADDITIONS.

Price, \$1.50.

LANE, CRAWFORD & CO.

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Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore Z, and those in the body of the

Shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.

Sections.

1. From Green Island to the Gas Works.

2. From Gas Works to Jardine's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's Office to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to Peddar's Wharf.

6. From Peddar's Wharf to the Naval Yard.

7. From Naval Yard to Blue Buildings.

8. From Blue Buildings to East Point.

9. From East Point to the Island to North Point.

10. Kowloon Wharves.

11. Jardine's Wharf.

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Shipping in China, Japan, Philippines and Siam.

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